

NATHAN PROPOSES CROSSTOWN ROAD

**Wants Two-Decked Structure
From West Side Highway
to Manhattan Bridge**

COST PUT AT \$14,819,000

**Link to Williamsburg Span and
Greenwich St. Thoroughfare
Would Be Additional**

Plans for a Manhattan cross-town express highway have been submitted to the post-war committee of the Board of Estimate and the Borough Advisory Planning Board, Edgar J. Nathan Jr., Manhattan Borough President announced yesterday.

While eight different engineering studies of the project are included in the report, the Borough President recommended a double-decked elevated express highway running from the West Side elevated express highway along Beach Street to Varick Street and thence bordering White Street to the Manhattan Bridge. The plan provides for convenient access to the Holland Tunnel and the Williamsburg Bridge. The highway from West Street to the Manhattan Bridge, with connecting ramps and improved surface connections, it is estimated, would cost \$14,819,000; express connection with Williamsburg Bridge would cost \$5,734,000 additional, and a new eight-block thoroughfare on the west side of Greenwich Street would cost \$4,375,000 more.

Would Build Tunnel First

Mr. Nathan recommended that construction be definitely deferred until after completion of the \$80,000,000 Battery-Brooklyn tunnel. He said that when a Lower Manhattan thoroughway is built, it should be on the route "we have found superior, and certainly no attempt should be made to create the impression, as was done recently, that some other route for the purpose is an official part of the city's post-war program."

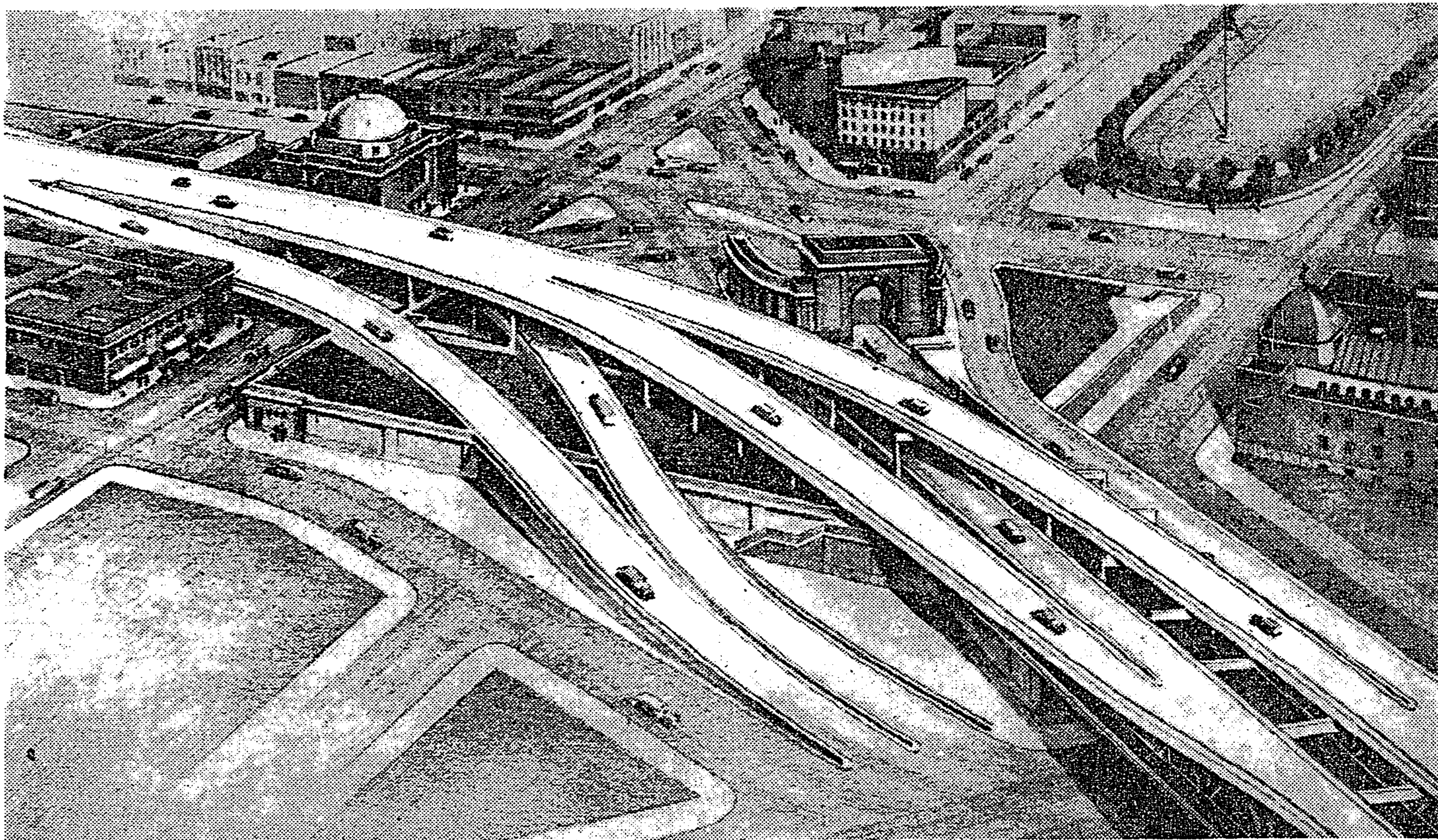
This veiled protest, it was learned last night, was directed at two diagrams in the elaborate printed booklet of the city's post-war exhibit at 500 Park Avenue. One is an outline map of Manhattan indicating the various projects in the borough. It has a red line across Lower Manhattan marked Williamsburg Expressway that seems to run from the Holland Tunnel to the Williamsburg Bridge. The other is an aerial picture of Manhattan below Central Park with lines purporting to show the weight of traffic in Lower Manhattan due to the wholesale produce markets. Mr. Nathan, it was learned, wrote a letter to Mayor La Guardia protesting these illustrations as indicating a project that is not official, is not on the map, and has not been proposed by any official body. He declared that similar misrepresentations had earlier cost the city Federal aid in connection with other projects.

Wants Designing Deferred

In his announcement yesterday Mr. Nathan said that at his suggestion the Board of Estimate had eliminated from the current capital budget an appropriation for the actual design of the proposed crosstown highway because he did not want the free highway project to be constructed in competition with the Battery-Brooklyn toll tunnel. He also said the design work should be deferred "long enough to enable us to study the effect the tunnel will have on lower Manhattan traffic and to estimate the effect the highway would have on tunnel traffic and income." Ample time should also be allowed for public and official discussion, Mr. Nathan said, adding that "hurry has been the bane of large public improvement projects in the past."

A little more than a mile in total length, the recommended route would be double-decked from the Bowery to west of Varick Street. There would be two roadways, principally of four lanes each, adaptable to mixed passenger car and commercial traffic. The highway would alleviate traffic on Canal Street, one block north.

The new thoroughfare to the west of Greenwich Street, to be called New West Street, would tie in with the new fruit and vegetable terminal market proposed for the present market area. The report also suggested that older and outmoded areas along the highway could be redeveloped by private concerns. The report was submitted by Mr. Nathan, Walter D. Binger, Commissioner of Borough Works; Dean G. Edwards, chief engineer; Charles W. Williams, assistant commissioner of borough works, and Harold M. Lewis, consulting engineer.



Artist's conception of the post-war connections between the Manhattan Bridge and the projected crosstown highway, looking north. Ramps over the Bowery would carry traffic to and from the East Side, other ramps would connect directly with the Bowery.